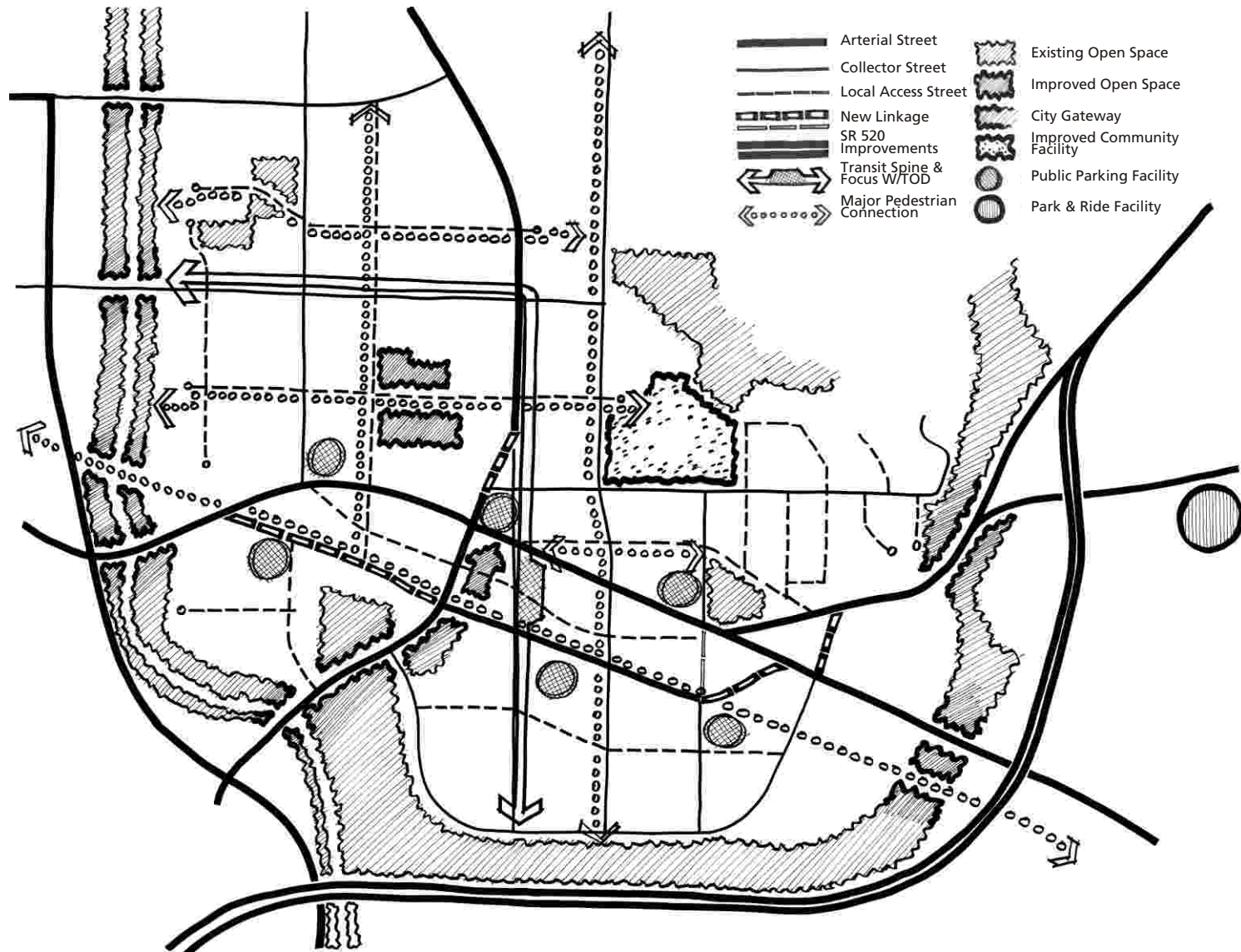


TRANSPORTATION CHOICES FOR DOWNTOWN CONCEPT PACKAGE

Public Workshop, January 2002

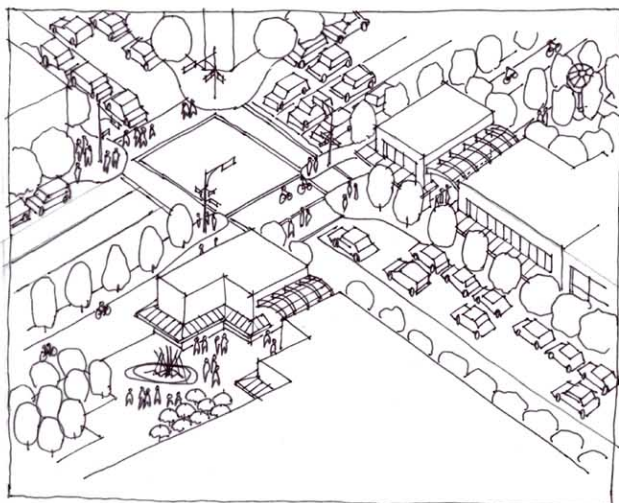




CONCEPT PACKAGE



Layer	Key features	Opportunities	Challenges
Circulation	<p>Maintains East/West couplet, but replaces Cleveland St with 76th St as Eastbound portion</p> <p>Creates “Main Street” environment on Cleveland</p> <p>Assumes capacity improvements on SR 520 and Avondale Rd from West Lake Sammamish Parkway to beyond Union Hill Rd, with a possible grade separation at that intersection</p> <p>164th connection to Leary Way providing major North/South movement</p> <p>Requires use of BNSF ROW for higher volume roadway use</p> <p>Significant connection improvements made between Redmond Way and Avondale Way from eastern terminus of couplet</p>	<p>Allows Cleveland to be a lower volume 2-way “shopping” street.</p> <p>Eastbound couplet segment capacity increases from 2 to 3 lanes.</p> <p>More clearly defined couplet (fewer curves, better connections at each end)</p> <p>Encourages non-Redmond-related traffic to bypass the heart of downtown (i.e., traffic traveling between points east of Redmond and Overlake, Bellevue and Seattle)</p>	<p>Continues to facilitate a significant volume of traffic through the heart of downtown on couplet.</p> <p>Requires use of BNSF for higher volume roadway</p> <p>A certain amount of “cut through” trips are still likely to occur given the directness and higher capacity nature of the one-way couplet; particularly traffic between SR 908 to the west, and points east of downtown Redmond</p> <p>Intersection of Redmond Way/ BCPW/Avondale connectors will likely be a bottleneck under future projected volumes</p>
Transit	<p>Primary transit spine runs North/South along 164th St and East/West along 85th St,</p> <p>Secondary spine along the East/West couplet.</p> <p>No formal transit focus required</p> <p>Existing park-and-ride vacated for new park/open space</p>	<p>Limited new capital facilities needed</p> <p>Reinforces north-south pedestrian orientation to counter east-west couplet influence</p>	<p>Removing existing park-and-ride lot will leave riders northwest of town without access to park and ride.</p> <p>Additional park-and-ride space, and service to it, will need to be provided east of downtown. This alternative lengthens some regional routes to serve the P&R lot.</p>
BNSF	<p>Uses BNSF for leg of couplet and trail</p>	<p>Multiple uses of BNSF</p>	<p>Creative design needed to balance multiple uses of right of way and accommodate through traffic</p>
Land use	<p>Stratified CBD – North/South/Central</p>	<p>Downtown forms three distinct linear areas</p>	<p>Arterials create east/west division through town</p>
Open space	<p>Central park at existing park and ride</p>	<p>Creates large open space are near residential areas of downtown</p>	<p>Displaces existing use of park-and-ride</p>
Parking	<p>Parking along couplet</p>	<p>Potential for multiple smaller parking facilities along length of couplet and in proximity to uses</p>	



Crossing

Cross Section

BNSF/76th Street ROW
One Way Couplet
with Pedestrian Connector
and Open Space

